





Today's  
Advertisements.

FOR PENANG AND SINGAPORE.

**THE Steamship**  
"INGRAHAM,"  
Captain Diederichsen, will be despatched for the above Ports on TUESDAY, the 24th instant, at 3 P.M., and not as previously advertised.  
For Freight or Passage, apply to  
FOOK CHEONG & YON & Co.,  
44, PRINCE CENTRAL,  
Hongkong, 20th June, 1896. [1082]

**ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.**  
JAVA, CHINA, JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

**THE Steamship**  
"GERMANIA,"  
Captain Bendixen, will be despatched for the above Ports on WEDNESDAY, the 24th instant, at 4 P.M.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to  
LAUTS, WEGENER & Co.,  
General Agents,  
Hongkong, 20th June, 1896. [1013]

**OCEAN STEAMSHIP COMPANY.**  
FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

**THE Company's Steamship**  
"PROMETHEUS,"  
Captain Day, will be despatched as above on WEDNESDAY, the 24th instant.

For Freight or Passage apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 20th June, 1896. [1079]

**NIPPON YUSEN KAISHA.**  
JAPAN-EUROPE LINE.

STEAM FOR  
SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

**THE Company's Steamship**  
"KAGOSHIMA MARU,"  
Captain Frenet, will be despatched for the above Ports on or about the 7th July, instead of the Chartered Steamship *Dalmatians* as previously advertised.

For Freight, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 20th June, 1896. [1010]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

**THE Company's Steamship**  
"PARKING,"  
H. L. Allen, Commander, will be despatched as above on FRIDAY, the 10th July, at 1 P.M.

For Freight, apply to  
HOLLIDAY, WISE & Co.,  
Agents,  
Hongkong, 20th June, 1896. [1011]

**Intimations.**

**DAKIN, CRUICKSHANK & COMPANY, LIMITED,**  
VICTORIA DISPENSARY,  
HONGKONG.

**AERATED WATERS.**

**SIMPLE AERATED WATER.**

**SODA WATER.**

**LEMONADE.**

**GINGER ALE.**

**SARSAPARILLA.**

**RASPBERRYADE, &c.**

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSSES and other Large Consumers.

Any complaints should be addressed to the Manager.  
Hongkong, 20th June, 1896. [1427]

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

**WINE AND SPIRITS.**

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

**PRICE LIST.**

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

## Intimations.

**SHERRY**—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

**CLARET**—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

**BRANDY**—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY**—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO., LD.**  
THE HONGKONG DISPENSARY.  
Hongkong, 20th January, 1896. [1013]

**THE Hongkong Telegraph**

HONGKONG, SATURDAY, JUNE 20, 1896.

**TELEGRAMS.**

(Special to Hongkong Telegraph.)

**OBITUARY.**

SHANGHAI, June 20th.  
6.15 p.m.

The mother of the Emperor of China died last Thursday, the 18th instant.

**TERRIBLE CATASTROPHE IN JAPAN.**

No less than seventeen hundred people have been killed by an earthquake, followed by a huge tidal wave in Japan.

**ANOTHER STEAMER IN TROUBLE.**

The German steamer *Daphne* arrived here yesterday with a hole in her bottom caused by contact with a rock in the Fisherman Group. Her fore-peak was full of water when she arrived.

**REUTER'S MESSAGES.**

**THE PRESIDENTIAL ELECTION.**

LONDON, June 18th.  
The St. Louis Convention has nominated Mr. McKinley.

**THE VENEZUELA DIFFICULTY.**

Venezuelan troops have entered the disputed territory and stopped the operations of British surveyors.

**RUSSIA AND CHINA.**

Li Hsueh-chang denies the existence of a Secret Treaty between China and Russia, but admits that a Russian railway will be built through Manchuria.

(Special to the *Asian*)  
**RESULT OF THE OAKS.**

LONDON, June 18th.  
The Oaks Stakes of 4,500 sovs. by subscription of 50 sovs. each, 2, 3, 4, or 5 sovs. only if declared by the first Tuesday in January, 1895; for three year old fillies, 250 sovs. each; the nominator of the winner to receive 400 sovs., the owner of the second 200 sovs., and the owner of the third 100 sovs. out of the stakes; about one mile and a half—210 subs. Closed July 24th, 1894.

The following is the result of the race:—  
Lord Derby's ch. c. CANTERBURY PHOENIX, by Tristan—Filiage—M. Cannon 1  
H.R.H. the Prince of Wales's br. f. THAIS, by St. Serf—Poetry—J. Watts 2  
Mr. J. C. Hill's b. f. PROPOSITION, by Prim, dam by Speculum—Nydia—C. Losler 3

It will be remembered that the Prince of Wales's *Thais* won the One Thousand Guineas stakes at Newmarket, by virtue of which and her previous successes she was, no doubt, a very strong favourite for this event.

(From *Le Courrier de Saigon*)  
**A SPECIAL VOTE.**

PARIS, June 11th.  
The French Chamber has voted ten thousand francs towards the cost of the funeral obsequies of the late M. Jules Simon.

**CHOLERA IN EGYPT.**

PARIS, June 10th.  
The epidemic of cholera in Egypt is diminishing.

**EXPLOSIONS.**

PARIS, June 12th.  
The explosion of a boiler at Toulon caused the death of five persons and injured four others. A box of powder exploded last night in a house on the Haussmann Boulevard, but no importance is attached to the incident.

(From *Bangkok Observer*)  
**THE SOUDAN EXPEDITION.**

LONDON, June 6th.  
The Right Hon. Sir Michael Hicks-Beach, Chancellor of the Exchequer, has stated that the Government is considering whether it should invite Parliament to come to the aid of the Egyptian Government. He also said that he had every hope of a reversal of the decision of the Mixed Tribunal.

The Dervishes have suffered a further defeat at Suakin, which has been occupied by the Egyptians.

**ANARCHY IN SPAIN.**

LONDON, June 10th.  
Barcelona is in a state of siege, owing to the recent anarchist outrages there.

## LOCAL AND GENERAL.

**DR. YERZIN**, the famous French scientist who visited Hongkong in 1894 to study the plague, arrived here to-day by the *Ernst Simon*.

TO-DAY being the 60th anniversary of the accession of Queen Victoria royal salutes were fired at noon and the warships and some steamers were dressed in honour of the occasion.

The latest plague returns are as follow:—  
From noon 18th till noon 19th 5 cases—3 in the city and 2 in Kowloon.  
From noon 19th till noon 20th (today) 4 cases—1 in the city and 3 in Kowloon.

The Russian Volunteer Fleet steamer *Vladimir* arrived at Singapore on the 12th instant en route to Vladivostok from Odessa. She has on board 37 passengers and 950 emigrants, viz., 333 men, 300 women, and 250 children.

We are very glad to learn that Mr. Skelton, of Messrs. Lane and Crawford's, who has been suffering severely from an attack of plague, has so far recovered his wonted health and strength to be able to leave by the *Verona* to-day for a much-needed trip to Japan.

**RE SHOWS:** The Willard Opera Company will be in Singapore shortly from Rangoon and India. They will probably tour the Far East, returning to India in the cold season. The "Tommy" Hudson Variety Company is reported to be coming money in India and driving all opposition before it like chaff before the wind.

It is generally conceded that those who wear in the hot season cheap under-clothing are in fact penny wise and pound foolish. Messrs. Cottam & Co., the name of whose patrons in all parts of the Far East is simply legion, recognising this fact and being aware also of the difficulty experienced in meeting the requirements of their customers, have laid in a large stock of first-class hosiery, to which they call attention in an advertisement at the left-hand side and at the top of the first page of this issue.

The painstaking and versatile members of the Royal Engineers' Variety Club have decided, by special request, to repeat the successful performance of the military drama "Treachery at Candahar" given last Tuesday in their miniature theatre at Wellington Barracks. The repetition of this amusing play (which will be referred to at some length in our next issue) will take place next Thursday, the 25th instant, commencing at 8 p.m., and as the piece is well staged, all the artists thoroughly posted in their parts, and the charge for admission (50 cents reserved seats and 30 cents back seats) is merely nominal and the funds netted will go towards defraying the expense of some much-needed improvements to the R.E.'s very own Lyceum, it is reasonable to assume that when the curtain is wrung up on Thursday the house will be packed as never before.

A COMMITTEE representing the National Arbitration Conference waited upon President Cleveland on 14th May, and presented a memorial. The President said:—"The recent conference is a gratifying exhibition of the wide public sentiment in favour of arbitration. I am much pleased at the resolutions passed, and am glad that my own ideas which I have expressed in messages to Congress have been sustained by the conference. What has been said concerning the ties that should bind together the two great English-speaking peoples has great force. It is impossible to over-estimate the potency and beneficial influence of concerted efforts for peace between these two peoples. In conclusion, the President would hope that the friends of arbitration would continue to educate the people on the lines indicated. In so doing they would have his cheerful co-operation."

"LIVERPOOL SATURDAY" was introduced in the British Metropolis on 16th May with a view to benefiting the funds of the Royal National Lifeboat Institution, and proved a distinct success. Among the leading features of the day's work were the appeals of several hundred ladies from the *Arcturion* training ship, who were stationed with boxes at the various railway stations, bridges, and other prominent points. Processions passed through the main thoroughfares of Southwark, Lambeth, Camden Town, and Kentish Town, the subjects of the tableaux including "Grace Darling and her boat," "Britannia supported by her Colonies," "A life boat to the rescue," and "A diver at work on a wreck," but perhaps the greatest attraction of all was the lifeboat of the ill-fated *Edin*. In the grounds of the Imperial Institute demonstrations took place in the afternoon and evening, and some interesting incidents in lifeboat work were displayed. In many business houses subscriptions were raised, and house-to-house collections took place in several districts, notably in the West-end, which was worked by an influential ladies' committee.

When Mr. William Patterson announced his resignation of the position of Chairman of the Chartered Bank of India, Australia, and China at the last annual meeting, the shareholders present signified their wish to present Mr. Patterson with a testimonial to mark their appreciation of his long tenure of his responsible post. Whilst most cordially thanking those shareholders for their kind thoughts and intentions, Mr. Patterson desired that no further steps should be taken in the matter. His fellow Directors, however, did not like the occasion to pass, and at a private dinner of the Directors and the heads of the Staff, a handsome silver gilt jug of old Indian workmanship was presented to Mr. Patterson. It is, according to the *L. & C. Express* of the 22nd May, a fine specimen of work, with Indian figures, houses and other representations. The lid is surmounted by a figure of St. George and the Dragon. The base has on it the following inscription:—"Presented to William Patterson, Esq., by his colleagues, in token of their personal regard, on the occasion of his resigning the Chairmanship of the Chartered Bank of India, Australia and China, which position he has occupied since 1874."—*Asiatic*, 1896.

The plague is still raging at Canton, while at Swatow and Amoy, whence it is very difficult to obtain reliable information, it carries off upwards of a score of natives daily.

The Mission steam-launch *Day Spring* will call alongside any vessel hoisting the answering pennant between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

Thus the Straits *Free Press*:—"The share of this Colony for the cost of the dies for the new British dollar amounted to \$339. There would appear to be about that number in circulation here, judging from the rare occasions on which these coins are ordinarily met with."

The fast and furious schooner *Montara*, so long the mistress of Eastern seas, was this morning transferred to Mr. Hale Crawford Sherman, and is now registered under the American flag and re-named *Wuchowfoo*. It is rumoured that this speedy record-breaker is being fitted out for a voyage of discovery to the North Pole, and will soon overtake and rescue the members of the Nansen expedition.

The *Independence Barge* points out that with the completion of the trans-Siberian Railway in 1900 the tour of the world in thirty days will become an accomplished fact. The time of transit between London and St. Petersburg will be forty-five hours, the journey to Port Arthur being performed in 250 hours. From here the steamer of a Russo-American company, now in course of formation, will convey the traveller to San Francisco in seven days, whence ten days will suffice for the return to London. The entire fare is calculated to cost from £10 to £80.

The writer of "Chit-chat" in the *Straits Maritime Journal* talks about Dr. Lawson in the following manner:—"Dr. J. M. Lawson, the immortal 'Blobs' of the Singapore Cricket fortnight of half-a-dozen years ago, survivor of the terrible *Bokhara* disaster, and one of the stoutest of the fighters against the plague in Hongkong, has, after all, succumbed to a severe attack of cardiac affection. The lady whom he has led to the altar is Miss Isa Lammert, a young lady of great musical talent resident in Hongkong. His numerous Singapore friends will with long life and happiness to Dr. Lawson and his bride."

The arrival at Taiping of Mr. F. A. Swettenham, C.M.G., Resident-General of the Federated Malay States, was a brilliant affair. Mr. Swettenham arrived on the 9th and was received by a Guard of Honour furnished by the Sikhs, both mounted and infantry. H. H. the Sultan and the chief officers of the State were in attendance, and many of His Highness's retainers. An address was presented by the Town Council. It is believed that this is the first occasion in the history of the Malay States that an address has been presented by a State Council to a high personage. In the evening H.H. the Sultan held a reception at the Residence.

Mr. F. G. Tait, of the "Black Watch," has won the amateur golf championship for 1896. Scotland thus maintaining her position of last year when Mr. Leslie Balfour-Melville secured the title. The championship meeting on the splendid links of the St. George's Club at Sandwich proved one of the best ever held. The new champion's skill was very severely tested in the preliminary rounds, for, before he reached the final, he had to beat such great golfers as Mr. Charles Hutchinson, Mr. J. E. Laidlay, Mr. John Ball, and Mr. Horace Hutchinson. The result of the final round was:—Mr. F. G. Tait (Black Watch) beat Mr. H. H. Hilton (Royal Liverpool) by 8 up and 7 to play.

Mr. Erich George's *Share List* issued at noon to-day it is reported that Hongkong and Shanghai Bank shares, with a further advance in the London rate (£43 10s.), have ruled firmer with small sales at 138, 139 and 140 per cent. prem. for cash, at 195, 196 per cent. prem. for August, and 197 and 198 per cent. prem. for September; market closes quiet with sellers. National Bank shares have advanced and are in demand at \$20. \*\* Hongkong, Canton and Macao continue neglected with small sales at \$34 and \$37. Indo-China and Douglasse have both ruled quieter with only small sales. China and Manila have been placed at \$73 and close in demand. \*\* Panama, with no result of cyanide clean up yet to hand, have continued quiet with only small sales at \$135 to \$137. All other mining stock has ruled neglected with small sales. The transfer of the Oliver and Belmont properties is apparently not yet completed. \*\* *Keweenaw* shares—The meeting called for the 15th inst. did not arrive at any conclusion in regard to the leasing of the Wanchai godowns, and another meeting was called for the 18th, at which it was decided to lease the Wanchai godowns for ten years on the terms originally offered. Shares have fluctuated between \$54 and \$56 with a good many sales, and close somewhat weak at \$55. Wanchai are enquired for, but no shares are to be had. Green Islands have been done at \$17, Fenwick's at \$23, Electric at \$7.50, Ropes at \$22 and Watsons at \$13 and \$14.

**RE THE DERBY.**

CALCUTTA, June 6th.  
Eleven horses were sent away, after some delay, in a capital start. The first to show to the front was *Toussaint*, followed by *Bradwardine*. Settling down, *Bay Ronald* made play for a quarter of a mile, when *Gullistan* passed him and held the lead to the top of the hill, being displaced again by *Bay Ronald*. Getting into the straight, *Loates* shook up *St. Frigidus*, who, answering shot to the front, followed by *Perthamoun*. After a few strides the latter challenged *St. Frigidus*, and passing him won a splendid race, amidst the greatest excitement, by just a neck.

The victory of the Prince of Wales with *Perthamoun* was received with immense enthusiasm on the course at Epsom and all over the country. *Perthamoun* won by a neck in two minutes and forty-two seconds, which is a record time.

*Tougal* came in fourth. The other horses who ran were *Bay Ronald*, *Knight of the Thistle*, *Gullistan*, *Bradwardine*, *Spook*, *Toussaint*, and *Tamarisk*.

The betting at the start was 5 to 1 against *Perthamoun*, 15 to 8 on *St. Frigidus*, 33 to 1 against *Loates*, and 11 to 1 against *Tougal*. The weather was absolutely sultry and the attendance enormous.

## THE HONGKONG ELECTRIC CO., LIMITED.

The seventh ordinary yearly meeting of shareholders in the Hongkong Electric Company, Ltd., was held at the Company's office (No. 27, Coleman Street) at noon to-day. Mr. H. Y. Coleman presided and there were also present the Hon. J. J. Bell-Irving and Mr. J. Kramer (Directors) and Messrs C. S. Sharp, A. B. Johnson, G. Stewart, E. Jones-Hughes, G. C. Cox, L. E. Ozorio, O. Baptista, H. A. Michael, Leung Shiu Lun, Ah Sing, and the Secretary, Mr. C. F. Harton.

The Secretary having read the notice convening the meeting.

The Chairman said:—"Gentlemen, the Report and Accounts having been in your hands for some time, I propose, with your permission, to take them as read. As you will observe from the figures given in them, the position shows a satisfactory advance on that of the previous year, the profit on working account being \$24,093.92 as against \$8,858.35. It may seem somewhat anomalous that this increase in our net profits should be so large, while the gross earnings of the Company show only some \$6,300 increase over those for the previous year, but it will be remembered that the figures for last year included a considerable sum brought forward from the account for 1893 and 1894 as representing 'outstanding work' then in hand but uncompleted, whilst the item in the accounts now before you contains no such carrying forward. The principal increase has been in the revenue for incandescent lighting, and a reference to the Manager's report will show you that the number of these lamps has increased from the equivalent of 37,470 of 8 c.p. to about 51,500, and it is to be hoped this means of lighting, which seems to give satisfaction, may come further into favour. We have also installed some 7,000 lamps in H. M. Naval Yard, but as these were only brought into use on 1st ult. there is no revenue given to us from that source in the accounts now before you. Against our increased earnings for lighting we have had of course to meet some additional expenditure, but I am glad to say that in the matter of costs the average cost has been materially reduced, as foreshadowed in my remarks of last year. Our contracts having been renewed at the moderate figure, this important matter will continue to have our closest attention. In the items of salaries, wages, and charges there has also been some increase, chiefly arising from additional expenses, including passage money, in consequence of having given to a portion of the staff. The item of interest you will observe is on the credit side of the account this year instead of forming a debit entry as in the past; this is partly due to our financial position being better and also to our having credited the accounts with all interest on unpaid calls of the shares previously forfeited. You will notice from the report we have disposed of all these at a small price, and an item for profit on same appears in our Profit and Loss Account. In consequence of this continued increase in the number of houses in the colony, notably on the Praya, a demand for our light, to provide for which will necessitate some considerable addition to our plant, and the Directors have decided to take advantage of Mr. Wickham's presence in Europe to commission him while there to select and purchase the necessary machinery of the latest and most suitable type for our requirements. To provide funds for this expenditure it will be necessary to make further calls on shareholders, and the Board will in all probability call up towards the end of the year the balance of capital, say \$2 per share. With reference to the amount available for disposal you will notice that the Board has set apart a sum for Directors' fees. This is really less by \$1,000 than the Company's Articles allow of, but considering the full results of the Company's working have not yet been attained, the Board have for the present decided not to take the full amount. I would remind shareholders that there are the first fees the Directors have had since the commencement of the Company in 1890. We have considered it advisable in the best interests of the Company to again set aside a fair amount for depreciation of plant, &c., and I think the course should be recommended to all shareholders, and I trust that the proposed appropriation of our profits will meet with your approval. Our Manager, Mr. Wickham, left for home on the 4th of this month on furlough, and it is expected he will be absent for some eight months or so. I have pleasure in again recording the satisfaction the Board have felt with the care and attention bestowed on the work by Mr. Wickham and the rest of the staff. These gentlemen are all the remarks which occur to me to make in regard to the Company's affairs; but before moving the adoption of the Report and Accounts, I shall be pleased to answer any questions shareholders may wish to put to the Chair."

There being no questions, the Chairman moved the adoption of the Report and Accounts.

Mr. A. B. Johnson seconded, and on being put to the vote the Chairman's motion was carried unanimously.

The next business before the meeting was the re-election of the Directors who retired by rotation, namely, the Hon. J. J. Bell-Irving and the Hon. C. P. Chater, who were duly re-elected in accordance with the proposal of Mr. G. C. Cox, seconded by Mr. G. Stewart.

Mr. A. B. Johnson thereupon proposed that Messrs J. C. Peter and G. Stewart be re-elected auditors. This was seconded by Mr. L. E. Ozorio and carried unanimously.

The Chairman brought the proceedings to a close with the announcement, amidst applause, that the *Dividend Warrants* will be issued on application at the Co.'s office on Monday.

**DEATH OF A SINGAPORE MILLIONAIRE.**

SINGAPORE, June 12th.  
There died on Monday last, at his residence, Thompson Road, Mr. Koo Cheung Tong, at the age of 76. The deceased was remarkably many ways. He came to Singapore several decades ago, practically without a cent. He established himself in business as a general merchant, and his keen commercial instincts and enterprising spirit resulted in the accumulation of a fortune that exceeds a million dollars. Eight years ago Mr. Koo Cheung Tong decided to retire from active participation in the affairs of his firm, and he left for China. There he resided until a few months ago, when his brother, who was in charge of the firm, fell sick and shortly afterwards died. The deceased returned to Singapore in recent health, but he took ill some time ago and died as narrated. He leaves a family of seven sons, who will inherit his fortune. The body will be conveyed to China and interred with appropriate honours in the native place of Mr. Cheung Tong. Many years ago Mr. Cheung Tong took an active part in public affairs in Singapore, and on his recent return he was invited to join the Chinese Advisory Board, but declined on the ground of old age. The merchant's money was largely invested in property in Singapore. He owned a 1st of property and was shareholder in several local companies. Mr. Cheung Tong was, in fact, an example of the Chinaman who comes to Singapore penniless, who attains to opulence, and who spends and invests his money in the place wherein he gained it.—*Straits Times*.

## NEWS BY THE FRENCH MAIL.

LONDON, May 22nd.  
The Queen has been pleased to direct that Professor Max Müller be sworn a member of Her Majesty's Most Honourable Privy Council.

Sir Charles Fremantle, K.C.B., has been proposed by Her Majesty's Government as one of their representatives on the Suez Canal Board, in succession to Sir Charles Rivers Wilson, G.C.M.G.

About the same time, says the Chinese *Review*, that it was reported by *The Times* correspondent in Odessa that "the detachments of Russian troops to the East continue actively, although their forces there already exceed 90,000 men," we heard from a friend in Manchuria to the effect that "Russians in bands are scouring over Manchuria, armed, and professing nothing, only commonly believed to have connection with rail-roads and map-making. They are received with extraordinary distinction at every point. The magistrate who will revile the Englishman to his face will shortly alter get into his cart and run miles out of town to meet Russians."

The Russian journal *Le Nord*, published in Paris, gives a formal denial to the reports of tension between Russia and Japan, and states that Russia has no ambitious aims in Asia.

To see your skeleton for splendour is the latest sensation! Close to where the captive balloon ascends at the Indian Exhibition, at Earl's Court, stands a burly man who cries, "See your bones before they are broken." In other words, the Röntgen rays, which are the most recent of modern wonders, are now being exhibited to the penny public, and the rumour of the exhibition shows how keen the public is to "know itself," even to its inmost bones.

How much money do we spend on sport? A writer in a weekly magazine, who has been examining into the subject, brings up the total annual expenditure to more than £38,000,000. The Turf is, of course, the most expensive sport, and accounts, according to this authority, for nearly £14,000,000. A modest sum of £3,000,000 will, it appears, cover the cost of cricket.

One of the finest French ironclads, the *Amiral Duperre*, narrowly escaped total destruction on 14th inst. at Toulon. A huge cartridge, over a foot long, exploded in the centre powder magazine, and with such force as to blow the door of the magazine to a distance of 30 feet. The crew stood to quarters, drenched the magazine and then went in to see how it had fared with the 3,000 kilogrammes of powder and milled shells to which the cartridge belonged. They had heard nothing apparently, or, at any rate, they had not "gone off." The cartridge had had its little freak, and there, most happily, was an end of the matter.

The annual business meeting of the Society for the Suppression of the Opium Trade was held on 20th inst. at the Young Men's Christian Association, Aldersgate Street, Sir Joseph Pease, M.P., presiding. The executive committee in their report referred to the work of the Opium Commission, which, though appointed in opposition to their wishes, and intended as an obstacle in the way of their success, had resulted in an important step forward in the direction of the suppression of the traffic. They deplored the postponement of Parliamentary action, but felt that the encouragement they now presented should urge them to renewed effort to suppress a traffic which injured China, threatened India, degraded the British Crown Colonies, and British settlements in the Far East, and disgraced the Governments of India and the mother country. They believed that a strong reaction was growing up against the misrepresentation of the majority report, and confidently appealed to all lovers of righteousness and justice, and to all friends of Missions, to support them in the struggle with a giant wrong. The report having been adopted, various resolutions were passed, including one protesting against the largely increasing area of poppy cultivation in British India, and one congratulating the Japanese Government on enforcing prohibition in Formosa. Amongst those who spoke were Mr. H. J. Wilson, M.P., Mr. Samuel Smith, M.P., Mr. W. S. Cairns, the Rev. George Percy, and Mr. J. G. Alexander



dispersed. It was on January 8th that the determination to commission the squadron was announced, so that it has been in existence about four months. It is interesting to know that at the Admiralty the way in which the squadron was mobilized is not regarded with the enthusiasm that it originally inspired among civilian observers. Although the announcement of the intention to commission was made on January 8th, it was not until the 14th that the admiral hoisted his flag, and not until the 20th that the squadron put to sea. It is the fashion to say that the squadron was fitted out in twenty-four hours, and the Admiralty authorities regard this as much nearer the time which should have been occupied than the twelve days which actually were occupied.

Messrs Yarrow & Co. on 16th instant launched from their works at Millwall an armoured-plated torpedo-boat destroyer for the Argentine Government. The vessel is 190 ft. long, 19 ft. 6 in. in beam, and will be propelled by two sets of triple-expansion engines intended to indicate about 4,000-horse-power. The special feature of this destroyer is that she is partially armoured, and thus protected against the smaller class of projectiles, throughout the entire length of machinery space, so as to reduce the risk of damage in action to those parts of the vessel on which her speed and utility depend. The value of such protection was proved during the recent war in the Far East.

If the question of submarine navigation has engaged the attention of the British Naval authorities, the fact has not come prominently into notice. In France, however, it has been very seriously considered. The French Navy possesses two submarine boats, the *Gymnote* and the *Gustave Zede*, and a third, the *Morue*, is in process of construction at Cherbourg. It is now announced that the *Gustave Zede* is to have permanent and supplementary crews in order to enable her to better to carry out the experiments on which she is engaged.

## THE FAR EAST.

(House of Commons, May 15th.)

**Finding Mail Steamer's Officers at Hongkong.**—Mr. Moon asked the Secretary for the Colonies whether the officers of the German mail steamer who were recently sentenced for entering ports at Hongkong with photographic apparatus had, prior to their arrest, taken any photographs of or in connection with any of the forts, and if so, whether such photographs were impounded.

Mr. Chamberlain: The Governor has reported by telegram that no photographs of the forts were taken by the German officers in question, whose original sentence of imprisonment with hard labour was commuted after a re-hearing to a fine of £500 (Hear, hear).

**Chinese Shipping in Formosa.**—Mr. Moon asked the Under-Secretary for Foreign Affairs whether the Japanese Government had accorded to the Chinese greater entering facilities in Formosa for the ships which heretofore, and whether such additional facilities would be also available for English ships.

Mr. Curzon: We have no information of any such facilities having been granted to China. British shipping would undoubtedly participate in any benefits secured to the shipping of China.

## LATE TELEGRAMS.

CALCUTTA, May 30th.

The Calcutta Tug Club Derby Sweep this year is the largest on record. Upwards of fifty-five thousand tickets have been sold, so that the first prize will be considerable over two and half lakhs.

LONDON, May 30th.

It is understood that all the powers are in accord as regards the Nile expedition. France suggests that a joint representation be made to the Sultan to display leniency and conciliate the Cretans.

CAIRO, May 30th.

The Egyptian mixed tribunal will pronounce its judgment on Monday, but it is known that it has decided that the Reserve Fund is being illegally applied for the Nile expedition, and must therefore be refunded. The people fall upon the staff, together with a portion of the Indian contingent, arrived at Suez to-day.

LONDON, June 1st.

Mr. Curzon, replying to Mr. Morley in the House of Commons, said there had been no negotiation with Germany regarding recent events in the Sudan. Communications, he said, had passed between the British Government and Italy, but they were solely of a military nature and therefore it was impossible to publish them.

The Chamber of Deputies has authorized the trial of General Baratelli.

CAIRO, June 1st.

General Kitchener has left Wady Halfa for Akabah, where the headquarters of the expedition are now fixed.

LONDON, June 3rd.

The first fort in the hills to the southwest of Pretoria is being built rapidly by a German engineer.

Careful estimates that have been made show that two thousand seven hundred perished in the Moscow disaster, which was due to complete absence of police measures. The people fell pell-mell in great hollows in the vicinity of the booths, where tables were spread with food and presents.

June 4th.

Colonel Carleton, who is now at Bulawayo, intends sending three columns to attack the Matabele in the Matopo hills.

ALLAHABAD, June 4th.

Experiments with the new Lee-Metford bullet sent from England will in the first place be carried out at the Indian schools of musketry, where a trained staff is available for firing purposes.

Further reports from Siam state that the Indian troops behaved in excellent health. The voyage was uneventful, as the first burst of the monsoon was escaped.

SINGAPORE, June 4th.

The Government of India's despatch on the question of the ordinary expenses of the Siam contingent being delayed by India left Siam on Tuesday morning last. The memorial contains the exhaustive opinion of the members of Council consulted, including strong expressions of opinion against the proposal, it is believed, by the principal military authorities and Sir James Westland.

LONDON, June 5th.

Sixty Syrian students concerned in the late riot at Cairo have been banished.

Advices from Madagascar state that fifteen hundred insurgents have burnt a village where a Norwegian Mission was situated. A body of French troops relieved the missionaries and killed two hundred of their aggressors.

The budget of the Cape Colony shows a surplus of one and a quarter million sterling, which is unprecedented. The Premier mainly attributed the prosperity of the Cape to its remaining party of the British Empire.

Mr. Labouchere moved that the House do adjourn, for the purpose of demanding further explanations regarding the Nile expedition. Sir Wm. Harcourt supported the motion, and quoted from the Italian Green Book to show that the expedition was undertaken in the interest of Italy, and that the idea of any danger to the Egyptian frontier was purely an after thought.

Mr. Curzon replied that the Italian despatches were only glosses placed upon the language of Lord Salisbury by the Italian Ambassador. The Government, he said, took certain steps for the security of Egypt, which had the advantage of assisting Italy. Mr. Balfour defended the non-publication of correspondence with Lord Curzon, and concluded by declaring that confidential negotiations would be impossible unless greater discretion was shown than had been shown by Italy in connection with the recent Green Book. The motion was eventually rejected without a division.

In the House of Commons the Hon. G. Curzon announced that the Government were seriously considering the question of our treaties with Madagascar.

PARIS, June 5th.

A Committee of the Chamber of Deputies has adopted the Bill declaring Madagascar a French colony, thus enabling France to cancel previous treaties between Madagascar and Foreign Powers. M. Hanotaux announced that America had renounced her treaty with Madagascar in view of its being declared a French colony.

Colonel Kitchener has established his headquarters at Omkeh, which is slightly north of Akabah.

Mr. C. Rhodes has made a great speech at Bulawayo, in which he sketched a prosperous future for Matabeleland as an autonomous state connected with the Cape by joint defence and trade relations, which would eventually lead to federation.

The Australians have beaten Gloucester by an innings and ninety-one runs.

ROME, June 6th.

Italy is sending to Abyssinia Engineer Ig (sic), who is a friend of Menelik, to propose a treaty of peace based on resuming the treaty of Uccialli, and making the river March the frontier of Erythraea.

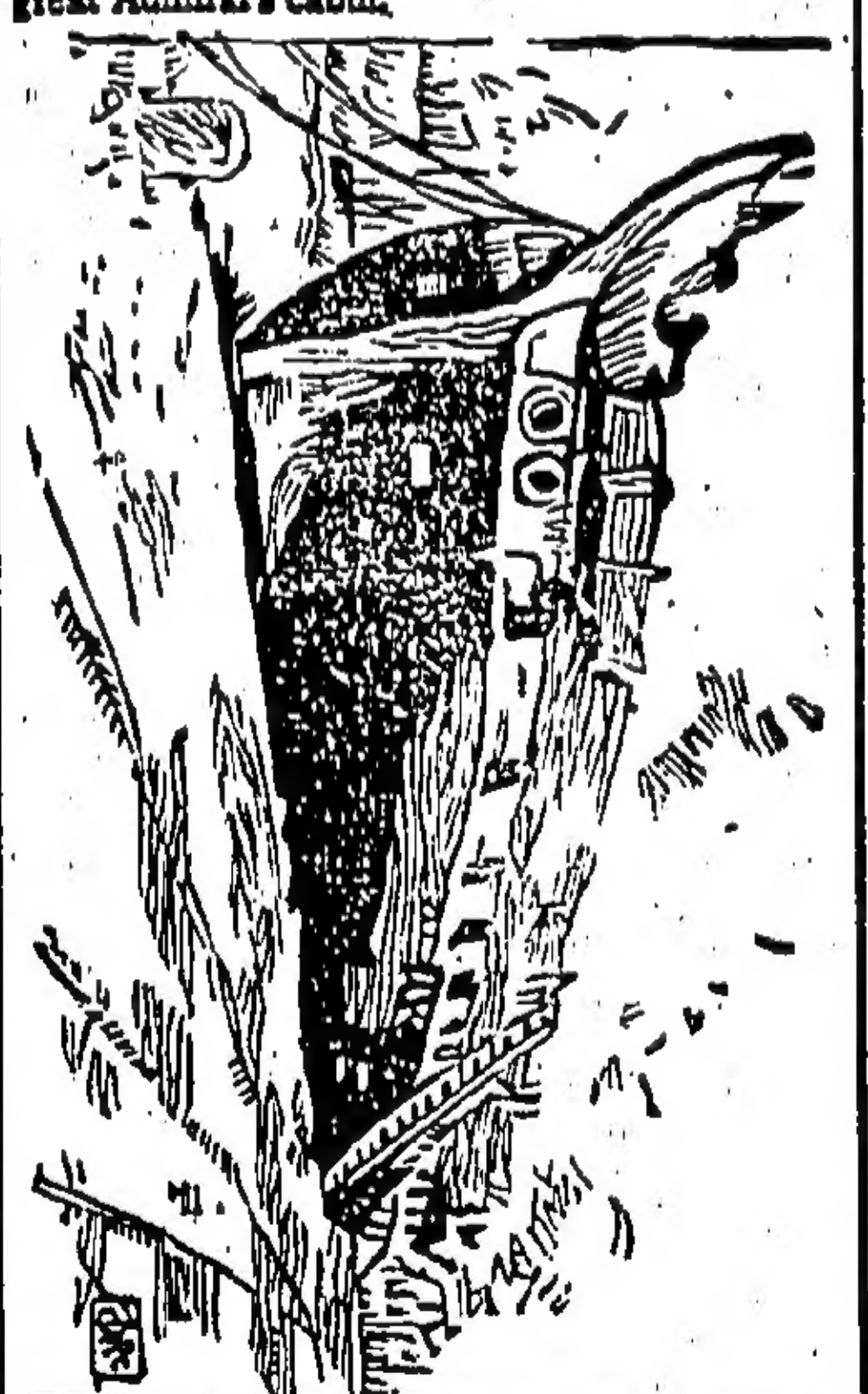
In a debate in the Chamber of Deputies on the subject of Friday's debate in the House of Commons, the Duke of Sermoneta admitted that some documents contained in the Green Book were published contrary to usage, but their publication was necessary to enlighten the Chambers. Explanations had been exchanged with Great Britain, which afforded fresh proof of the cordiality of the relations between the two countries.

## RESTORATION OF NELSON'S SHIP.

Admiral Nelson's old line-of-battle ship, the *Foudroyant*, which has lain for several years in a German shipyard, has just been purchased by several Englishmen, imbued with a truly patriotic spirit, and it is their purpose to restore the grand old vessel as nearly to her original condition as possible and then exhibit her in all the ports of the world. Nelson, it is said, regarded the *Foudroyant* as his favourite ship and loved it as only a sailor can love such a vessel. Four years ago the English newspapers and periodicals teemed with articles about Nelson and his ship, because at that time the British Admiralty had sold the hull of the *Foudroyant* to a German firm, at the Baltic port of Swinemunde to be broken up for the timber in it. The ship was built of wood throughout.

The announcement of the Admiralty's purpose created a great sensation in all parts of England, and public spirit was so aroused in favour of preserving the ship as an historical relic that a fund was started for its purchase, the sum necessary for that purpose, it was estimated, being about \$30,000. Money was freely contributed, but before the full amount was realized it was announced by the London agents of the German firm that they had disposed of the ship by private sale to a few Englishmen, and that it would soon be sent back to England. There was great rejoicing therefore when the *Foudroyant* was towed into the Thames and anchored.

It seems, however, that a German who makes a specialty in dealing in such relics subsequently bought what remained of the famous old fighter, and it was from him that the hull has just been purchased. The buyers intend to spend a good deal of money in refitting the ship in the style prevailing in Nelson's time, and will even go to the extent of reproducing the furniture of the great Admiral's cabin.



The *Foudroyant* was a great, high, bulky ship, with guns on every deck, and a massive carving of Jupiter for her figurehead. When she was towed into the Thames a few years ago there was but little left of her, and her grand, broken-nosed old figurehead had been sawed off and stood pointing, as it were, in the midst of the ruins of the main deck. She was, in 1798, one of the squadron of Commodore Sir John Berkeley Warren, who frustrated Commodore Bonaparte's plan to land troops in Lough Swilly, and took the French 74-gun *Hochs* and three frigates. The *Earl St. Vincent* sent the *Foudroyant* in 1799 to reinforce Admiral Nelson's fleet at Palermo, and on June 8th Nelson hoisted his flag to his misanthropic death.

It was in his room on the *Foudroyant* that Lord Nelson annulled the treaty made by Captain Foote with the French garrison, which had surrendered with the condition that they should be sent to France. It was on board the *Foudroyant* also that Francisco Corcorallo, who had come on board the *Trafalgar* in the fleet under Hoban, but who desired to take service in the Parthenon Republic, was convicted by a court-martial and sentenced to be hanged to the yardarm of the *Minerva*.

The present owners of the *Foudroyant* believe the work of reconstruction will be finished before the close of the current year, and that next spring the vessel will be in condition to be exhibited. As it is intended that the old frigate shall be exhibited in all the principal ports of the world, it is not unlikely that she will be towed by a tug in the Thames before being sent to the sea.

## AN AWFUL CONFESSION.

A MURDERER TELLS THE STORIES OF TWENTY-SEVEN CRIMES.

On May 7th the execution of a man whose list of murders have not their equal was to have taken place. The man is J. H. Holmes, and he was confined in Philadelphia County Jail, awaiting the call of the executioner, and the time when he will expiate his many murders by being "hanged" by the neck until he is dead. Holmes, who was a druggist, built a house in Chicago, which was called Holmes's Castle, and there he had a number of most ingenious appliances for committing murder on scientific principles. Among other things he had a vault, where he killed people by shooting them, and filling their cell with gas. A crematorium assisted him in getting rid of the bodies, and to facilitate this he had a number of acid baths and pits of quicklime in various parts of the building. A trunk was used on the same principle as the vault, the victims being shut in, and the gas then being turned on. How many murders Holmes is responsible for will probably never be known. He was arrested in 1894, and for over twelve months Detective Frank P. Geyer, of the Bureau of Police, Philadelphia, and other officers were working on the case against him, and during that time they succeeded in unearthing

NO FASTER THAN 27 MURDERS.

and proved that they were committed by Holmes. He murdered his father because the servant, who had been many years in his service, tried to prevent him from killing a doctor, during a controversy about rent due to him. He has, he says, he has forgotten the names of several of his victims, one being a woman whom he murdered to oblige a man, he wanted to get into his power. He found a man who had insured his life in favour of one of his victims, and in order to get the insurance money Holmes murdered him. In his confession the fiendish murderer alludes only to the 27 murders which were traced to him, and asks the public not to think that he is guilty of any more, because he confines himself to fresh crimes, and leaves the old ones to Geyer, who, he says, has with "marvellous skill" gone over his entire life. "Hardly a day or an act has escaped their close scrutiny, and to judge that I am guilty of more than these cases, which they have traced out to the last deep-dyed criminal has been swung from Time into Eternity."

## SIC VOS NON VOBIS.

[London &amp; China Express, May 22nd.]

It is scarcely an exaggeration to say that, commercially speaking, Englishmen discovered Formosa. They started the tea trade, which has attained such great dimensions, and developed the sugar and camphor trade. It is an open secret that China was willing to cede the island to us, to save it from Japan, and that the inhabitants would have acquiesced in the transfer, but politics were complicated at the time, and the Japanese solution seemed to offer the line of least resistance. It is scarcely an exaggeration, again, to say that Japan owes Formosa to England; for if England had said we will join in protecting Chinese integrity in the north, on condition that you protect it in the south, one can hardly doubt that Formosa would have remained Chinese. Our reward seems to be that we are to be "regulated" out of the island. A Japanese merchant recently admitted lately, in his conversation with a Hongkong contemporary, that that should, in his opinion, be the object pursued. Compelling against foreigners, he thought the "Japanese would have no chance. . . . If we let him (the foreigner) come in and trade on equal terms, we will have no fair share of the trade. If we drive him out, we will control it. Why should we not?" Verily, why not? Who expects gratitude from nations? But if it may be repeated, there had been a statesman at our Foreign Office, the thing might have been done. It is impossible by present means to deal with the matter. It was a question of Formosa, it must be on the understanding that existing trade conditions shall not be disturbed. Can anyone doubt that Japan would have agreed? But then no one could expect statesmanship from Lord Kimberley. It has been said that nations have the Government they deserve; and it has been said that the evil men do lives after them. The late Government held the initiative at a time when the world's politics were settling in incipient turmoil, and a pretty legacy they have left!

The Japanese have been called the French of the East. Resemblance may be found in their purgative, in the way in which they are in their quick-wittedness, and in capacity for hyper-organization that would drive an Englishman mad. It has been calculated that about one adult male Frenchman in eighty is an official employed, and it has been ascertained with confidence that the evasion of duty in France is due largely to the official difficulty with which marriage is surrounded. One of the things that struck first visitors to Japan was the prompt appearance on the deck of the *Farfadet* of duplicate officials, scribes who sat to the mainmast and all the other masts, in their quick-wittedness, and in capacity for hyper-organization that would drive an Englishman mad. 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## Hotels.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.  
Hongkong, 1st April, 1896.

THOMAS GRILL ROOMS,  
No. 4, QUEEN'S ROAD CENTRAL.

THE most Liberal and Cheapest menu in the FAR EAST.

BREAKFAST, Tiffin and DINNER by Monthly contract.

Tenders for BANQUETS and BALL SUPPERS on application.

PICNIC and SHOOTING PARTIES Supplied on the shortest notice—A Speciality. For further Particulars, Address:—

THE MANAGER,  
Hongkong, 17th January, 1896.

VICTORIA HOTEL,  
CANTON.

(Late SHAMPOO HOTEL, CANTON.)

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMPOO HOTEL, they have re-furnished the whole Establishment, had it re-improved in every department, and have now RE-OPENED it under the more popular style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER

of the NEW VICTORIA HOTEL, Hongkong.

Hongkong, 14th December, 1895.

FUJIYA HOTEL,  
MIYANOSHITA,  
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor.

## PEARL HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES. (From April 1st to October 31st).

One person, per day..... 4.00

One person, per month..... 75.00

Married couple (occupying one room) per day..... 7.00

Married couple (occupying one room) per month..... 150.00

Married couple (occupying two rooms) per month..... 170.00

Extra Bed Room, per month..... 40.00 to 50.00

For further particulars, apply to THE MANAGER, New Victoria Hotel.

Hongkong, 2nd April, 1896.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES," Captain Douglas, will be despatched for the above Ports TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 20th June, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on FRIDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY (DIRECT) AND ADELAIDE.

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched for the above Ports on THURSDAY, the 2nd July.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A daily qualified Surgeon is carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1896.

"MILBURN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANKOW," Captain Orr, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th June, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON," Captain Stevens, will be despatched as above on MONDAY, the 6th July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Intimations.  
SUMMER REQUISITES.

CITRATE MAGNESIA. SEIDLITZ POWDER.

RASPBERRY CITRATE. ENOS' FRUIT SALT. WATKINS' SALINE.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES. CHAMPAGNE BITTERS.

PEACH BLOSSOM SOAP. From WATKINS & Co., APOTHECARIES' HALL.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES

FOR MILITARY EQUIPMENT

Apply to Messrs DODWELL, CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

SOCIETE FRANCAISE DES EXPLOSIFS, 7, RUE DE L'ISLY, PARIS.

DYNAMITE

No. 1 Blasting Gelatine. No. 1 Dynamite. Gelatine Dynamite. Gelatine.

Electric Fuses. Electric Machines. Cables. Iridio Platinum Wire.

and all necessary appliances can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Apply to Messrs DODWELL, CARLILL & Co., Hongkong. Agents for M. OPPENHEIMER & Co, Paris.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"SZECHUEN," Captain Derby, will be despatched on MONDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENHARRY," Captain Ferguson, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 12th June, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG," Captain Finlayson, will be despatched on MONDAY, the 22nd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1896.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 23rd instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 19th June, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1896.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENSHIRE," Captain Sincrope, will be despatched for the above Ports on or about the 27th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th June, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Germania..... To JAVA..... 1 June.

S.S. Federation..... To JAVA..... 1 July.

S.S. Cassius..... To JAVA..... 1 August.

S.S. Cassius..... To JAPAN..... 1 June.

S.S. Germania..... To JAPAN..... 1 July.

S.S. Federation..... To JAPAN..... 1 August.

General Agents for China & Japan, LAUTS, WEGENER & Co.

## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) (At Revised Rates.)

THE Company's Steamship

"MOYUNE," C. H. Kemp, Commander, will be despatched as above on MONDAY, the 22nd instant, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 18th June, 1896.

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CASSIUS," Captain Unruh, will be despatched for the above Ports on TUESDAY, the 23rd instant, at 5 P.M.

For Freight or Passage, apply to LAUTS, WEGENER & Co., General Agents.

Hongkong, 19th June, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MELBOURNE.

THE Steamship

"TSINAN," G. Ramsay, Commander, will be despatched on TUESDAY, the 23rd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1896.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG," Captain W. Waddell, will be despatched as above on WEDNESDAY, the 24th instant, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1896.

SAILING VESSELS.

FOR NEW YORK.

THE "100 A" American Iron Ship

"T. F. OAKS," E. W. Reed, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to CARLOWITZ & Co.

Hongkong, 2nd May, 1896.

FOR NEW YORK.

THE 3/3 L.L. American Ship

"LUCILE," Ballard, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to CARLOWITZ & Co.

Hongkong, 2nd May, 1896.

FOR SAN FRANCISCO.

THE 100 A L. British Ship

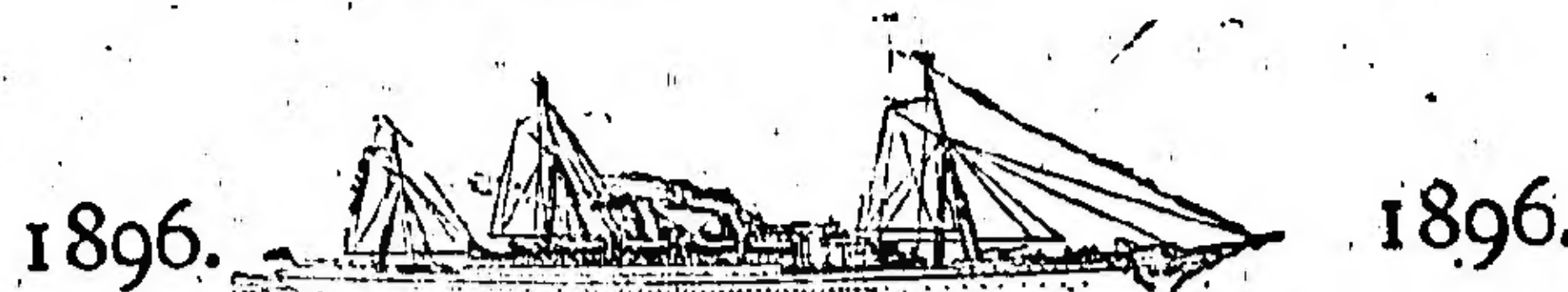
"SOCOTRA," Reids, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 11th May, 1896.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PASSAGE TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Fiddler's Street.

Hongkong, 10th June, 1896.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Cable (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 25th June, at Noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Sunday, 12th July, at Daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Wednesday, 29th July, at Noon.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 25th June, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th June, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.